



City of Watsonville VISION ZERO ACTION PLAN 2021



W A T S O N V I L L E
Vision Zero

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WHY VISION ZERO?



The City of Watsonville ranks number one for injuries and fatalities among pedestrians under the age of 15 years old and the 4th worst for pedestrians overall when compared to 105 California cities of similar size.

Vision Zero is a world-wide strategy to eliminate all traffic fatalities and severe injuries to ensure safe, healthy, equitable mobility for all. It was first implemented in Sweden in the 1990s and takes a systems approach to achieve safe, healthy, and equitable mobility. Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities. In order to achieve a safe transportation system, it requires that everyone consider the system in its entirety. Safe transportation systems and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities.

In January 2018, the Watsonville City Council adopted a resolution that outlines how the City can draw upon existing resources to successfully implement Vision Zero. In 2015 and 2016, the City had 39 and 42 pedestrian collisions and a California Office of Traffic Safety rating of #1 when compared with 105 California cities of similar size. In 2017 and 2018 there were 24 and 30 collisions and #15 and #5 rankings..

There are two factors that are 3 times more likely to cause crashes in Watsonville than any other factor: unsafe speeds (*which accounts for 26.4% of all crashes*) and right of

way violations (29.5% of all crashes).² Thirty percent of fatal and serious injury crashes occur on 2 miles (2.2%) of city streets.² Moreover, these city streets are in low-income neighborhoods.² An additional 25% of fatal and serious injury crashes occur on 1.9 miles of the State highways within city limits.²

Vision Zero holds that traffic deaths and severe injuries are preventable through a close examination of the shortcomings of existing transportation systems and user behavior. Through the collaboration of a multidisciplinary team and changes in roadway design, speed management, technology, and policies, meaningful behavior change can occur. However, as all humans are fallible, collisions will happen. To achieve the shared goal of zero fatalities and severe injuries, the responsibility of ensuring a safer transportation system therefore lies upon the multidisciplinary team and not only on the individual road user.

The City of Watsonville’s Vision Zero Action Plan” acknowledges that traffic deaths and severe injuries are preventable. The goal is to eliminate both in a set time frame with clear, measurable, and timely strategies. The plan will use a multidisciplinary approach and bring together diverse and necessary stakeholders to address this complex problem and achieve Vision Zero by 2030.

“ Vision Zero holds that traffic deaths and severe injuries are preventable through a close examination of the shortcomings of existing transportation systems and user behavior.



¹ <https://visionzeronetwork.org/about/what-is-vision-zero/>

² Report by the Community Traffic Safety Coalition and with funding from CA OTS (2014) and the Santa Cruz County RTC. www.sctrfficsafety.org/VisionZero Updated 1/10/18.

MISSION STATEMENT

MISSION STATEMENT

To reduce traffic related deaths and severe injuries through community collaboration, data analysis, policies, systems, and infrastructure.

GOAL

OBJECTIVES

1. ***Focus on changing behavior through policies and strategies*** guided by the six E's: Encouragement, Education, Enforcement, Evaluation, Engineering, and Equity.
2. ***Gather, analyze, utilize and share reliable data*** to understand traffic safety issues, to prioritize resources based on evidence of the greatest need and impact, and to track and evaluate the success of these efforts.
3. ***Prioritize the development of safe roadways*** and the highest level of safety for all road users through new policies, systems and infrastructure improvements for pedestrians, bicyclists and motorists.
4. ***Create an Action Plan*** in a manner that promotes equity, community engagement and transparency by presenting it to Council for acceptance and approval and providing Council with regular updates on its development and implementation.

PARTNERS

Improving safety requires collaboration and engagement by all stakeholders. The Vision Zero Action Plan shall be developed in a collaborative manner by a Vision Zero Task Force and with input from the community. The following agencies/organizations/departments are involved in Vision Zero in addition to interested members of the community. The WVZTF is a workgroup of the Community Traffic Safety Coalition (CTSC) which is staffed by the County of Santa Cruz Health Services Agency. Those involved with the WVZTF are indicated with an asterisk.

- Bike Santa Cruz County
- Community Members
- Ecology Action
- Pajaro Valley Unified School District
- Santa Cruz County Health Services Agency
- Santa Cruz County Regional Transportation Commission
- State Department of Transportation (Caltrans) District 5
- United Way Jóvenes SANOS
- Watsonville City Manager's Office
- Watsonville Community Development Department
- Watsonville Police Department
- Watsonville Public Works & Utilities Department



CITY OF WATSONVILLE

VISION ZERO

CORE PRINCIPLES

- 1.** Traffic deaths and severe injuries are acknowledged to be preventable.
- 2.** Safety of human life is our highest priority, and all are responsible.
- 3.** The transportation system should account for human error and plan to minimize the severity of repercussions.
- 4.** Actions towards Vision Zero will be data-driven based on available crash data and will include on-going evaluation measuring performance objectives.
- 5.** Speed is a fundamental predictor of crash survival and severity

2020 SUMMARY

During 2020, the City of Watsonville furthered Vision Zero by doing the following:

- 1.** Created the Watsonville Vision Zero Task Force and created a logo that highlights various modes of transportation and iconic Watsonville landmarks.
- 2.** Provided public safety education through a media campaign in partnership with several other Santa Cruz County agencies.
- 3.** Promoted walking, biking and traffic safety through in-classroom training, providing safety equipment, operation of the City Police Department social media site with new apps and regular social media posts.
- 4.** Supported ongoing work with State legislators to lower speed limits.
- 5.** Continued implementation of Pedestrian Safety Zones on high collision corridors.
- 6.** Operated the Neighborhood Traffic Plan and traffic calming programs with installations along Clifford Street.
- 7.** Installation of various Capital Improvement Projects including new traffic signals on West Beach St at Ohlone Parkway and on Airport Blvd at Holm Rd (in progress) and construction of the Rail Trail Segment 18 Phase 1 (in progress).
- 8.** Continued developing partnerships with Caltrans on preparing plans and constructing improvements within the State right of way and identifying and securing funding. This included requesting additional funding on a 2024 State Highway Operation and Protection Program (SHOPP) project to pave Hwy 152 and include bicycle and pedestrian improvements on Hwy 129 and 152.
- 9.** Worked with various partners to submit or participate in Active Transportation Program Cycle 5 grant applications for the Safer Access to Pajaro Valley High School and Beyond project and the Safe Routes for Watsonville School Families and Community project.

ACTION ITEMS KEY

6 E's	Encouragement, Education, Enforcement, Evaluation, Engineering, and Equity
CDD	Community Development Department
COW	City of Watsonville- all departments
DPW	City of Watsonville Public Works & Utilities Department
HSA	Santa Cruz County Health Services Agency
PTSAP	City of Watsonville Pedestrian and Traffic Safety Action Plan (January 2019)
SafeTREC	UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and CalWalks' report for Watsonville titled "Recommendations to Improve Pedestrian and Bicycle Safety" (October 2018)
WVZTF	Watsonville Vision Zero Task Force (WVZTF)
Resolution	City of Watsonville Vision Zero Resolution (January 2018)
WCM	City of Watsonville City Manager's Office
WPD	City of Watsonville Police Department
WTC	City of Watsonville Traffic Committee (Public Works & Police Department)
VZTF	Vision Zero Task Force (to be formed)
Short-Term	Within a year
Mid-Term	1-3 years
Long-Term	4 or more years

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
1	Continue the work of the Vision Zero Task Force as described in Partner section above.	ALL	Resolution, PTSAP, WVZTF	ALL	On-Going
2	Improve City of Watsonville's status from a Bronze to Silver Level Bicycle Friendly Community through the League of American Bicyclist's Bicycle Friendly Community program and apply for a Walk Friendly Communities award through the University of North Carolina's Highway Safety Research Center.	Encouragement	WVZTF	WVZTF	Mid-Term
3	Develop a comprehensive pedestrian, bicyclist and driver public safety education campaign, such as Street Smarts, that includes targeted messages.	Education Equity	PTSAP, WVZTF, SafeTREC	WVZTF, WCM, DPW, WPD	Short-Term On-Going
4	Continue work in school communities through the Safe Routes to School (SRTS) programs: <ul style="list-style-type: none"> a. Promote walking, biking, and traffic safety education. b. Provide safety equipment, such as bicycle helmets. c. Expand high school and middle school active transportation programming 	Education	WVZTF & SafeTREC	WVZTF	Short-Term On-Going
5	Identify most at-risk populations for targeted messages	Education Evaluation Encouragement Equity	WVZTF	WVZTF, DPW, WPD	Short-Term On-Going
6	Work with State legislators to implement legislation to support Vision Zero, such as: <ul style="list-style-type: none"> a. Lower speed limits b. Allow speed cameras c. Increase distracted driving penalties d. Direct staff to work with state legislatures to pursue legislation to allow City to reduce traffic speeds along high-risk corridors 	Education Engineering Enforcement	PTSAP & WVZTF	ALL	Long-Term

ACTION ITEMS

	Action Item	6 E's	Source	responsible Partner/s	Timeline
7	Develop, adopt, and incorporate Complete Streets Policy into projects	Education	WVZTF	ALL	On-Going
8	Coordinate Vision Zero efforts with existing and future City planning documents & policies, including Complete Street Plans for downtown and schools and Freedom Blvd plan line	Engineering Equity	WVZTF	WVZTF, DPW, CDD	Mid-Term
9	Target high risk populations, such as pedestrians under 15 years of age and children not properly restrained in vehicles.	Education Equity	WVZTF	WVZTF, WPD	Short-Term
10	Develop and implement on Pedestrian Safety Zones on Main St, Freedom Blvd, and Airport Blvd and other high collision corridors as identified	Enforcement	PTSAP	DPW/WPD	Short-Term
11	Focus enforcement efforts on impaired and distracted driving, including DUI Saturation and checkpoints	Enforcement Education	PTSAP	WPD	Short-Term Mid-Term
12	Continue to identify most dangerous behaviors for motorists, pedestrians, and bicyclists and conduct neighborhood traffic safety education	Enforcement Education	PTSAP & WVZTF	HSA, DPW, WPD, WTC	On-Going
13	Continue and expand social media efforts by Police Department on: a. Adding Public Information Officer b. Develop website c. Develop new apps d. Provide social media posts	Enforcement Education	PTSAP	WPD	On-Going

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
14	Continue and expand community outreach efforts by Police Department on: a. Bike Smart/Walk Smart b. Community events c. Community awareness presentations d. Bike helmet distribution program	Enforcement	PTSAP & WVZTF	WPD	Mid-Term
15	Develop a zero-tolerance approach for speeding along areas designated as Pedestrian Safety Zones	Enforcement	PTSAP	WPD	Short-Term
16	Develop a Zero-Tolerance approach for speeding along areas designated as Pedestrian Safety Zones	Enforcement	DPW	WPD, DPW	On-Going
17	Implement data analysis: a. Establish regular data analysis and measurable metrics b. Refine analysis to include collision type, street type, movements preceding collision c. Use “predictive analytics” to identify trends and predict collisions where similar conditions exist d. Use metrics to track and measure progress in all focus areas	Evaluation	WVZTF	WPD, DPW	Mid-Term
18	Establish regular data review: a. Monitor data to evaluate success of programs and projects b. Monitor data to identify priority corridors, select future programs and projects c. Monitor to identify demographic inequities	Evaluation Equity	WVZTF	WPD, DPW	Mid-Term

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
19	Gather, analyze, utilize and share reliable data to: a. Understand traffic safety issues; b. Prioritize resources based on evidence of the greatest need and impact; c. Improve data collection where there are higher collisions; d. Track and evaluate the success of these efforts.	Evaluation	Resolution	WVZTF, VZTF	Mid-Term
20	Inventory existing facilities: Sidewalk, street lighting, bike facility, ped feedback at signals, bike detection, etc.	Engineering	WVZTF	DPW	Mid-Term
21	Coordinate projects to maximize benefits: a. Add facilities when restriping after resurfacing or after utility projects b. State and local projects c. Identify locations for low-cost, temporary solutions d. Citywide restriping and signage programs	Engineering	WVZTF	DPW	Mid-Term
22	Identify and secure consistent funding: a. Use Measure D and SB 1 funding b. Secure competitive grants through ATP program	Engineering Equity	WVZTF	DPW	On-Going
23	Continue Neighborhood Traffic Plan & traffic calming programs: a. Conduct a road study before setting speed limit b. Install 3-foot law and Bikes May Use Full Lane road signs	Engineering Enforcement Evaluation Equity	WVZTF	DPW	Short-Term On-Going
24	Continue developing trail network, establish maintenance program and funding source for priority trails	Engineering Evaluation Equity	WVZTF	DPW	Mid-Term

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
25	Capital improvements program: a. Lincoln Street Safety Improvements b. City Signal Upgrades c. Hwy 1/Harkins Slough Rd d. Lee Rd Trail	Engineering	WVZTF	DPW	Short-Term On-Going
26	Prioritize the development of safe roadways and the highest level of safety for all road users through new policies, systems, and infrastructure improvements for pedestrians, bicyclists, and motorists	Engineering Equity	Resolution	DPW	On-Going
27	Explore new approaches to infrastructure enhancements, including speed cameras, sidewalk decals, and pedestrian crosswalk flags	Engineering	PTSAP	DPW, WPD	Short-Term On-Going
28	Conduct bicycle and pedestrian assessments on major arterials and determine potential solutions to make walking and biking along routes, such as Freedom Blvd, safer for residents	Engineering Equity	SafeTREC	DPW	Long-Term On-Going
29	Promote safety and accessibility for vulnerable road users with the following: a. ADA sidewalk accessibility and pedestrian sidewalk facilities improvements (such as sidewalk gap closures, curb extensions, improved curb ramps, better driveway visibility, and improved locations of items such as utility posts and boxes) b. Bicycle facilities and infrastructure improvements such as increased signage, sharrow improvements, repainted bike lanes, and road repair c. Improved safe infrastructure for pedestrians, including repainted crosswalks, added signage, advanced yield markings, and curb ramps	Engineering Equity	SafeTREC	DPW	Long-Term On-Going

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
30	Continue collaboration on a countywide comprehensive traffic safety media campaign, with customized messages for Watsonville, including developing Public Service Announcements to inform residents how to travel safely and how to share road space safely (Street Smarts).	Engineering Equity	SafeTREC	DPW	On-Going
31	Plan for cost-effective paint and signage improvements that could be integrated into the next pavement maintenance project for identified corridors	Engineering Equity	Engineering Equity	SafeTREC	DPW
32	Implement a pop-up/temporary demonstration projects, such as a protected bike lane, to expose residents to what a reconfigured street could look like	Engineering Education Equity	SafeTREC	DPW/WVZTF	Short-Term
33	Assess the following recommendations for the Freedom Blvd corridor: a. Build underground utilities along the corridor b. Establish shared paths where the right-of-way may be constricted that provide combined sidewalks and protected bicycle facilities c. Expand the right-of-way to allow for wider sidewalks and protected bike lanes as a part of a road diet	Engineering Equity	SafeTREC	DPW	Long-Term
34	Create a traffic violence crisis response program, including supports for families who have lost loved ones	Equity	WVZTF	WVZTF	On-Going
35	Identify most at-risk populations for targeted messages, keeping in mind that the most vulnerable are usually low-income and communities of color	Equity	WVZTF	WVZTF	Mid-Term
36	Provide regular updates and communication with City Council and community and regular updates to Council for acceptance, approval, development process, and implementation	Equity	Resolution	ALL	Short-Term On-Going

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
37	Establish a City Bicyclist and Pedestrian Advisory Committee	Equity	SafeTREC	ALL	Mid-Term
38	Partner with Mountain Bikers of Santa Cruz County to: a. Build a pump track; b. Conduct bicycle education and helmet distribution at pump tracks.	Engineering Education	WVZTF	WVZTF	Mid-Term
39	Identify and install improvements along Freedom Blvd and State Route 152/Main St that will improve the safety and visibility of pedestrians and bicyclists. Particular attention shall be given to the State Route 152/Main St intersections with Auto Center Dr, Pennsylvania Dr, Ohlone Pkwy/Clifford Ave and Rodriguez St.	Engineering	WVZTF	DPW	Mid-Term
40	Improve data collection where there are higher collisions.	Evaluation	WVZTF	WPD,DPW	Mid-Term
41	Implement and expand traffic calming strategies including trash can sticker and signage programs.	Education	WVZTF	DPW, HSA	Mid-Term
42	Seek funding for pedestrian and traffic safety projects as identified in the Complete Streets Downtown Plan, the Complete Streets Safe Routes to School Plan and the Vision Zero Action Plan. Funding sources include grants through Cycle 6 of the Active Transportation Program, which will be accepting applications in 2022.	Engineering Equity	WVZTF	DPW, Caltrans	Mid-Term

ACTION ITEMS

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
43	Seek opportunities to partner with Caltrans: <ul style="list-style-type: none"> a. On projects within State right of way; b. On projects that involve Caltrans grant funding; c. To identify projects within State Highway Operation and Protection Program (SHOPP) that can incorporate additional complete streets improvements driven from local planning efforts; d. To include as partner and sub-applicant when applying for grant funding. 	Engineering Equity	WVZTF	DPW, Caltrans	Mid-Term
44	Address traffic safety concerns identified in the current City of Watsonville Downtown Specific Plan. These include improving pedestrian safety and bicycle and pedestrian facilities along Main Street and nearby streets downtown.	Engineering Equity	WVZTF	WVZTF, DPW, CDD	Mid-Term
45	Lower and keep speeds at 25 mph or less around schools, neighborhoods, and downtown areas as identified in the City's Complete Streets Safe Routes to School Plan.	Engineering Enforcement	WVZTF	WPD, DPW	Long-Term
46	Develop sharrow protocol and education campaign	Engineering Enforcement	WVZTF	WPD, DPW	Mid-Term
46	Consider hosting Bike Parties to create spaces for youth who may be exploring cycling as a form of self-expression. Encourage safe cycling behavior and street smarts within Bike Parties.	Education	WVZTF	ALL	Mid-Term
47	Review Watsonville Municipal Code, including Section 4-1, for rules regarding bicycles. Consider updating and revising, including the following: <ul style="list-style-type: none"> a. Prohibition of riding bicycles on sidewalks; b. Licensing of bicycles. 	Enforcement	WVZTF	WPD, DPW	Long-Term

PRIORITY PROJECTS FOR 2020-2021

	Action Item	6 E's	Source	Responsible Partner/s	Timeline
1	Improve City of Watsonville's status from a Bronze to Silver Level Bicycle Friendly Community through the League of American Bicyclist's Bicycle Friendly Community program and apply for a Walk Friendly Communities award through the University of North Carolina's Highway Safety Research Center.	Encouragement	WVZTF	WVZTF	Mid-Term
2	Continue collaboration on a countywide comprehensive traffic safety media campaign, with customized messages for Watsonville, including developing Public Service Announcements to inform residents how to travel safely, and how to share road space safely.	Education	SafeTREC	DPW	On-Going
3	Develop and implement Pedestrian Safety Zones on Main St, Freedom Blvd, and Airport Blvd and other high collision corridors as identified	Enforcement	PTSAP	DPW, WPD	Short-Term
4	Identify and secure consistent funding: a. Use Measure D and SB 1 funding b. Secure competitive grants through ATP program	Engineering	WVZTF	WPD, DPW	On-Going
5	Gather, analyze, utilize and share reliable data to: a. Understand traffic safety issues; b. Prioritize resources based on evidence of the greatest need and impact; c. Improve data collection where there are higher collisions; d. Track and evaluate the success of these efforts.	Evaluation	WVZTF	WPD, DPW	Mid-Term
6	Continue Neighborhood Traffic Plan & traffic calming programs: a. Conduct a road study before setting speed limit b. Install 3-foot law and Bikes May Use Full Lane road signs	Equity	WVZTF	DPW	Short-Term On-Going

APPENDIX I OUTREACH & FINDINGS

The City of Watsonville conducted outreach on Vision Zero through a survey. Between April 2018 and June 2018, 241 surveys were collected at 7 community events. The community events included Day of the Child (4/22/18), Pajaro Valley Business Expo (4/26/19), Cinco de Mayo (5/6/18), City Staff Surveys (5/8/18), Bike to Work Day (5/10/18), Open Streets Watsonville (6/3/18), and Family Fun Fest (6/9/18). Respondents were asked in English or Spanish the following open-ended questions:

1. What unsafe behaviors by pedestrians, bike riders, and drivers have you observed in Watsonville?
2. What do you think could be done to change these unsafe behaviors?
3. What changes can you commit to doing to improve traffic issues?
4. In the City of Watsonville, where do you feel unsafe walking? Why?
5. In the City of Watsonville, where do you feel unsafe biking? Why?
6. In the City of Watsonville, where do you feel unsafe driving? Why?

The respondents indicated that the most unsafe motorist behaviors observed were: failing to stop for pedestrians at marked crosswalks or at stop signs and lights (74 responses), distracted driving (49 responses), speeding (46 responses), and illegal or dangerous driving behaviors (26 responses). The most unsafe pedestrian and bicyclist behaviors included: pedestrians “jaywalking” or not using sidewalks and marked crosswalks



(52 responses), distracted or inattentive walking and biking (44 responses), cyclists failing to follow the rules of the road (24 responses), and cyclist failing to use the appropriate safety equipment (15 responses). Twenty-eight respondents indicated unsafe traffic behaviors related to issues with infrastructure and 13 respondents indicated safety concerns and issues with street harassment.

The top road safety tips identified included infrastructure (77 responses), education (70 responses), and enforcement (63 responses). The infrastructure responses (77 responses) included street crossing safety measures (34 responses), bike lanes, sidewalks, and trails (22 responses), and speed and traffic control measures (21 responses).

Lastly, personal behavior changes identified included: driving safely/following traffic laws (55 responses), avoiding distracted driving (49 responses), using marked crosswalks/crossing the

street safely (35 responses), following speed limits (28 responses), respecting pedestrians (22 responses), paying attention while walking (15 responses), using active transportation (11 responses), advocating for safety (8 responses), and using bike safety (7 responses).

The survey also asked about locations in Watsonville where respondents felt unsafe. These locations are divided by mode of transportation and can be found in TABLE A: Where Respondents Felt Unsafe Walking, Biking, and Driving.

TABLE A: WHERE RESPONDENTS FELT UNSAFE WALKING, BIKING AND DRIVING

Location	Walk	Bike	Drive	Total
Main St.	40	17	15	72
Freedom Blvd.	22	25	19	66
Everywhere	7	24	10	41
West/East Lake Ave	16	10	10	36
Green Valley Rd.	17	8	6	31
Beach St	13	3	10	26
Riverside Dr.	14	4	6	24
Airport Blvd	10	3	9	22
Schools	13	1	7	21
Rodriguez St.	14	1	3	18
Slough Trails/Ramsay Park/Harkins Slough Rd.	11	4	2	17
Pajaro River Bridge/Porter St. Area	7	4	2	17
Walker St.	7	0	2	9
Clifford Dr.	4	0	3	7
Subtotal	195	104	104	403
Miscellaneous Locations	19	8	15	42
Total	214	112	119	445

APPENDIX II COLLISION DATA & ANALYSIS

The City of Watsonville hired Traffic Engineer Jeff Waller to assist with the analysis of 7 years of existing crash data collected through the Statewide Integrated Traffic Records Systems (SWITRS) from 2011-2017. Jeff Waller Consulting completed bicycle, pedestrian, and vehicle collision summaries. The analysis indicated peak hours and days of the week when injuries or fatal collisions were most prevalent and at which intersections these injuries or collisions predominantly occurred. Time of day most collisions occurred was between 3:00 pm and 5:59 pm at the following intersections where the highest number of collisions occurred: Airport/Freedom, Freedom/Green Valley, and Green Valley/Main. Please see tables below.

Injury/Fatal Collisions by Day of Week and Time of Day:

Time of Day	Total Injury/Fatal Collisions by Day Of Week							Total
Unknown	0	0	0	0	0	0	0	0
9:00 - 11:59 PM	5	6	6	4	10	14	18	63
6:00 - 8:59 PM	26	37	19	20	20	26	22	170
3:00 - 5:59 PM	48	46	38	48	46	16	23	265
12:00 - 2:59 PM	36	26	34	34	37	32	23	222
9:00 - 11:59 AM	28	20	21	17	24	19	11	140
6:00 - 8:59 AM	19	33	31	35	21	11	10	160
3:00 - 5:59 AM	3	3	5	3	3	1	2	20
12:00 - 2:59 AM	3	1	0	2	3	5	7	21
Day of Week:	1 - Mon	2 - Tues	3 - Wed	4 - Thurs	5 - Fri	6 - Sat	7 - Sun	1061
Total:	168	172	154	163	164	124	116	Total

Range:

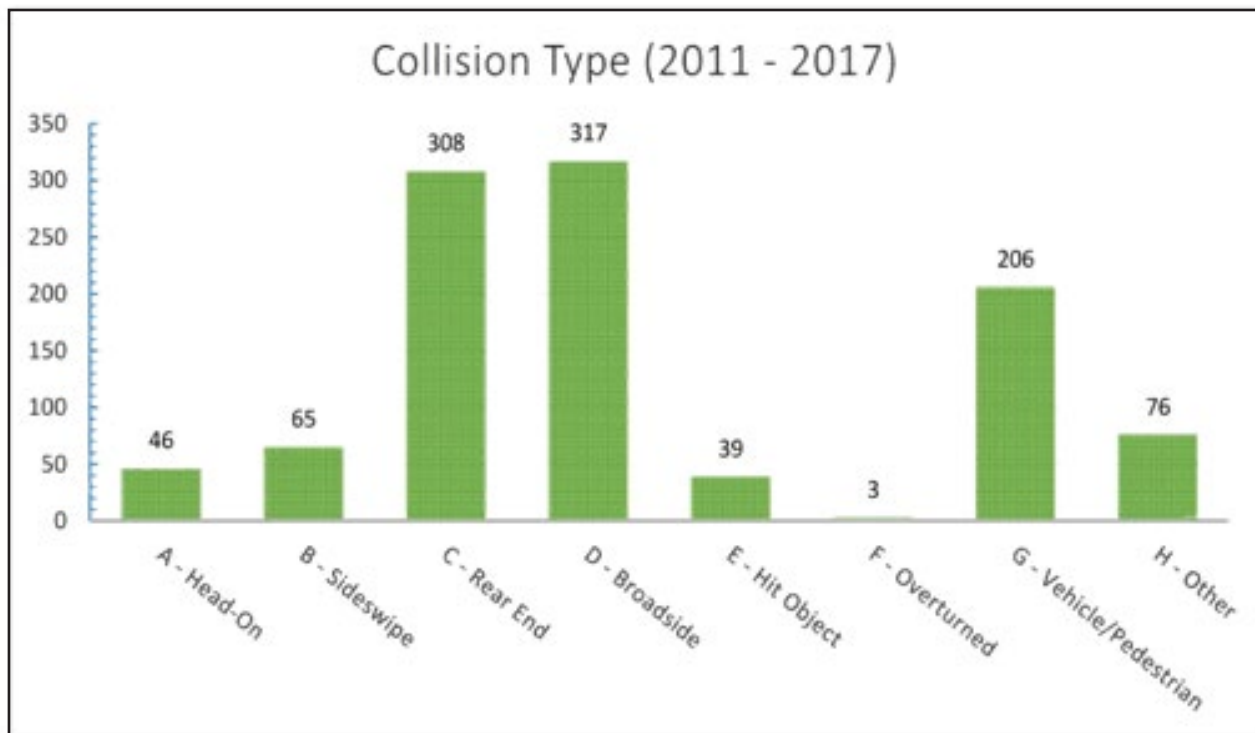
Low: 0
High: 50

Intersections - Top 10 Most Collisions:

Intersection Name	Total Injury/Fatal Collisions
1. AIRPORT BL & FREEDOM BL	173
2. FREEDOM BL & GREEN VALLEY RD	147
3. GREEN VALLEY RD & MAIN ST	118
4. MAIN ST & RODRIGUEZ ST	85
5. MAIN ST & RIVERSIDE DR	67
6. CLIFFORD AV & FREEDOM BL	58
7. MAIN ST & OHLONE PKWY	54
8. AUTO CENTER DR & MAIN ST	48
9. LAKE AV & MAIN ST	44
10. 5TH ST & MAIN ST	40



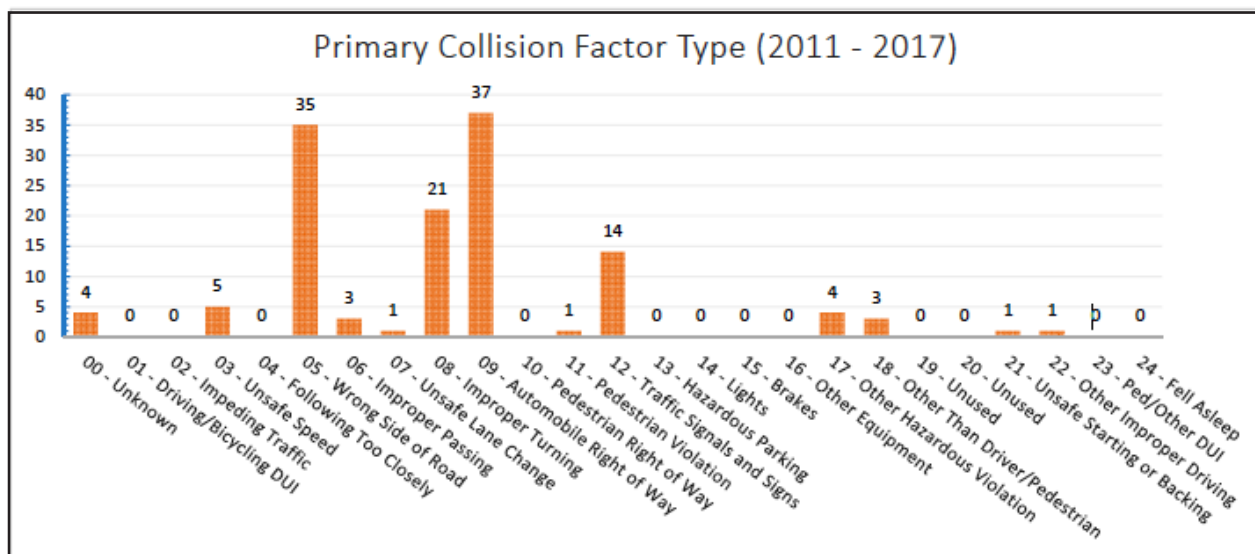
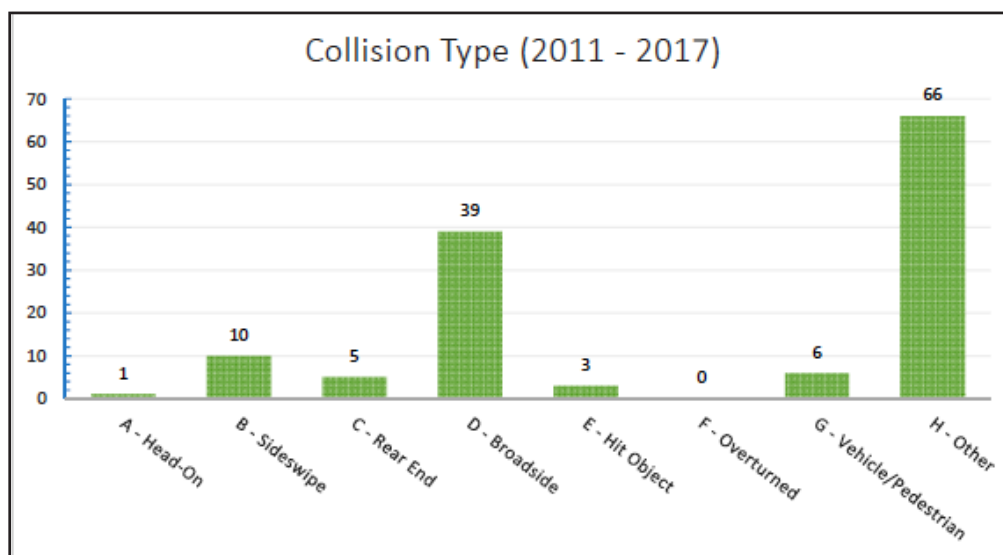
The graph below incorporates combined data from collisions involving injuries (of all types) and fatalities among bicyclists, pedestrians, and vehicles from 2011-2017. There were 1061 collisions (injury or fatal). Types of injury and fatality collisions included: head on, sideswipe, rear end, broadside, hit object, overturned, vehicle/pedestrian, and other. There were 130 total bicycle collisions, 209 total pedestrian collisions, and 725 total vehicle collisions between 2011-2017.⁴



Jeff Waller Consulting Company compiled data below showing 130 total bicyclists collisions, including **4 fatalities** and **126 injuries** between 2011-2017.

COLLISION SUMMARY

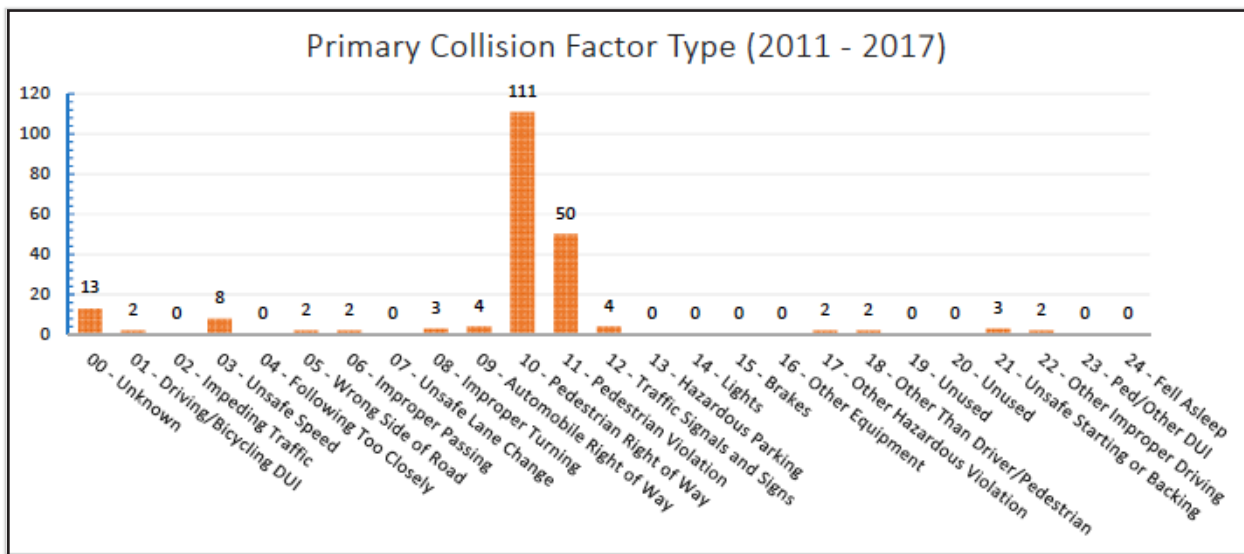
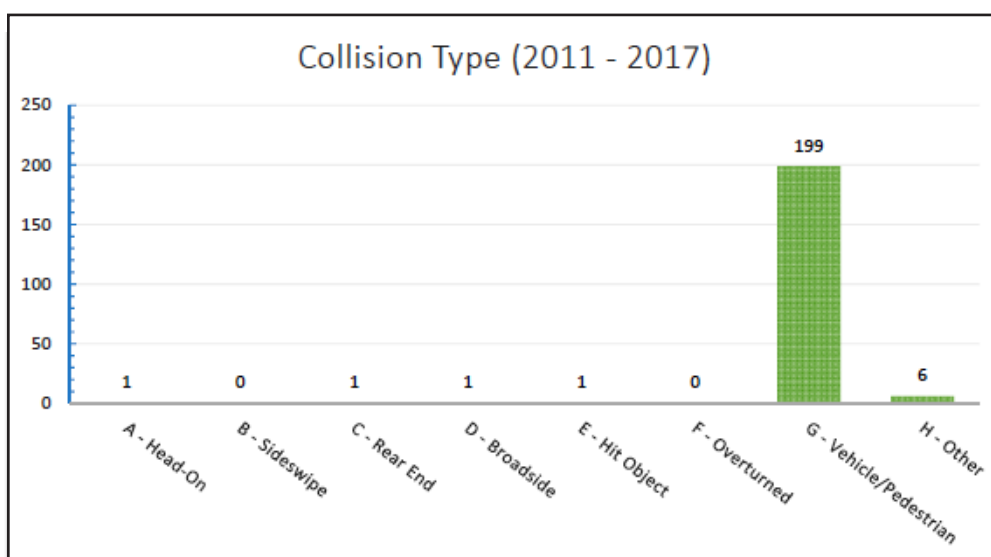
Bicyclist Collisions from 2011 - 2017



Jeff Waller Consulting Company compiled data below showing 209 total pedestrian collisions, including **6 fatalities** and **203 injuries** between 2011-2017.

COLLISION SUMMARY

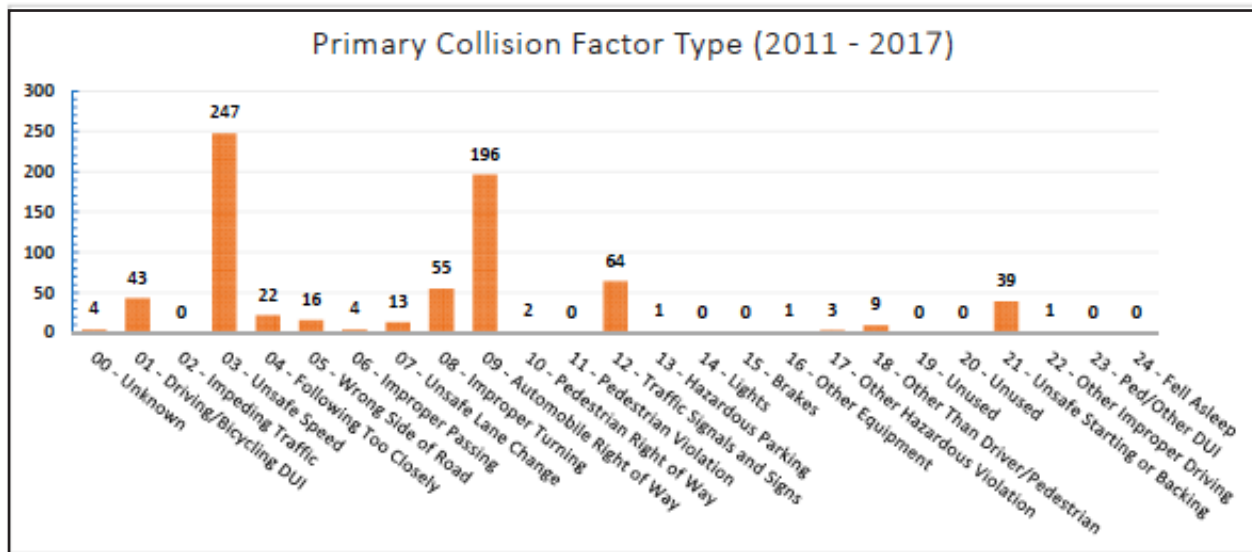
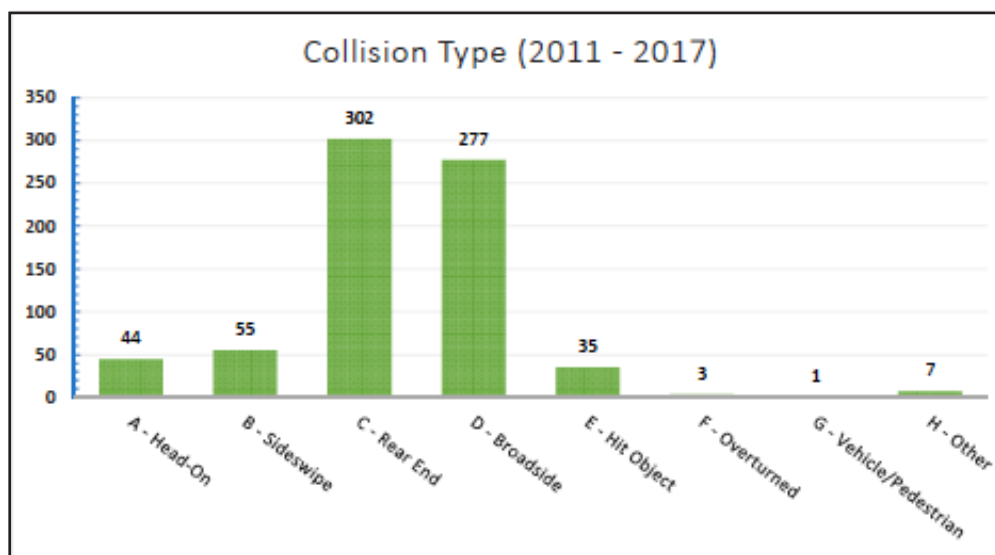
Pedestrian Collisions from 2011 - 2017



Jeff Waller Consulting Company compiled data below showing **725 total vehicle collisions**, including **4 fatalities** and **721 injuries** between 2011-2017.

COLLISION SUMMARY

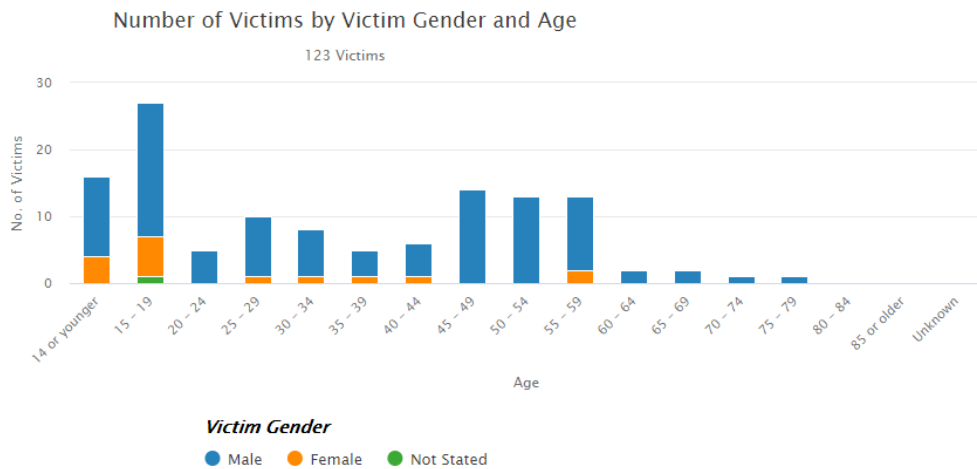
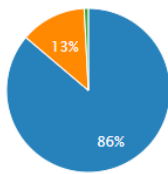
Vehicle Only Collisions from 2011 - 2017



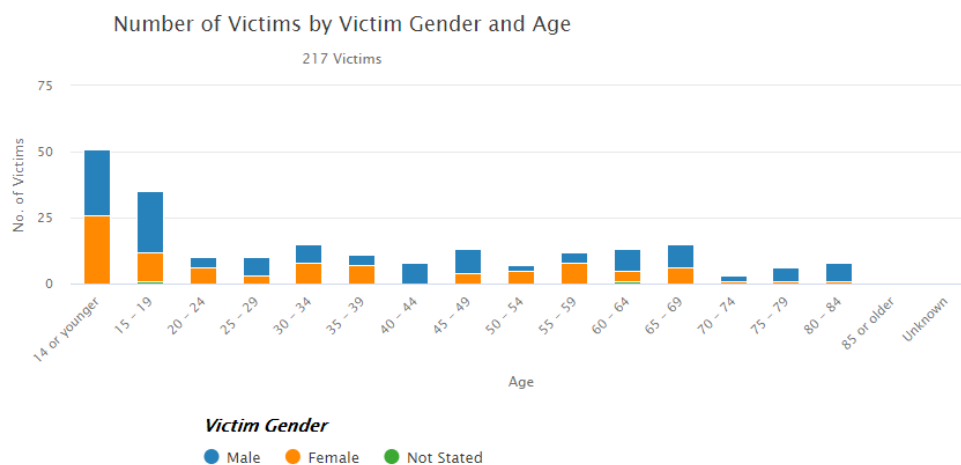
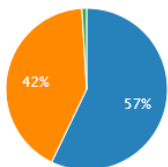
NUMBER OF VICTIMS BY GENDER & AGE

2011 - 2017, Watsonville

Bike Collisions:



Pedestrian Collisions:



APPENDIX III THE IMPACT OF TRAFFIC VIOLENCE ON THE CITY OF WATSONVILLE



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